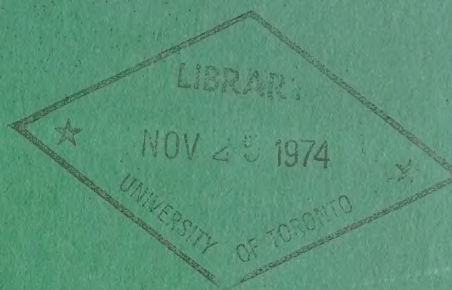


CA20N  
DT  
H37



Ontario

Ministry of  
Transportation and  
Communications



# HIGHWAY TRAFFIC COLLISIONS 1973

Statistics relating to motor vehicle collisions



ERRATA

page 13 - Chart of MOTORCYCLISTS INJURED.

Broken line should extend downward to reflect 448 passengers injured 1968-1969.

page 16 - Column of All Collisions 1973.

Total should read 322,166.

page 27 - Column of INJURED.

Should read 84 for Lindsay.

page 33 - Column of INJURED.

Should read 774 for Leeds County.

SUMMARY OF MOTOR VEHICLE TRAFFIC COLLISION  
STATISTICS -

Column 7, NUMBER OF VEHICLES.

Items 9 and 10 under TYPE OF  
VEHICLE are transposed. Figures  
for item 9 relate to "Non-Motor  
Vehicle"; figures for item 10  
relate to "Other or Not Known".

CA20N  
DT  
H37

## **HIGHWAY TRAFFIC COLLISIONS — 1973**

The statistical information on the following pages relates to motor vehicle traffic collisions reported to the Ontario Ministry of Transportation and Communications during the calendar year 1973 which resulted in death or injury to persons, or in property damage in excess of \$200.


The report is divided into three major sections dealing with: i) an account of the property damage, injuries and death arising from motor vehicle traffic collisions in Ontario in 1973, ii) a description of trends in collisions and in death and injury rates over the period of 1964-1973, and iii) a review of selected factors influencing or associated with collision and injury risk.





## CONTENTS

<b>Motor Vehicle Traffic Collisions in 1973</b>	<b>Page</b>	<b>Trends in Motor Vehicle Collisions (cont'd.)</b>	<b>Page</b>
Summary .....	1	All collisions by road jurisdiction.....	14
Comparative statistics, 1972 and 1973.....	1	All collisions and fatal collisions by type.....	15
Class of victims by age groups, fatally injured.....	2	<b>Selected Characteristics of Motor Vehicle Collisions</b>	
Class of victims by age groups, non-fatally injured.....	2	Summary .....	16
Mortality rates per 100,000 population by county of residence, 1973.....	3	Condition of driver.....	16
<b>Trends in Motor Vehicle Collisions</b>		Occurrence of alcohol in fatally injured drivers.....	16
Summary .....	4	Licensed drivers as compared with drivers involved in collisions by age groups, — 1973.....	17
Ontario population, licensed drivers, motor vehicle registrations and collisions in Ontario, 1964-1973.....	5	Driver condition by age group, 1972 and 1973.....	17
Fatal collisions and persons killed 1964-1973.....	6	Driver seat-belt use.....	18
Trend in fatal injury rates by class of road user, 1964-1973.....	7	Apparent driver action in all collisions, 1972-1973.....	19
Non-fatal collisions and persons injured 1964-1973.....	8	Fatalities by time of day and day of week.....	20
Trend in non-fatal injury rates by class of road user, 1964-1973.....	9	Type and condition of vehicles involved in all collisions.....	21
Collisions involving school buses, 1963-64 — 1972-73..	10	Statistics relating to motor vehicle traffic collisions in Ontario cities, towns and villages.....	22
Motorcycle collision statistics.....	11	Statistics relating to motor vehicle traffic collisions by counties, districts and regional municipalities.....	33
Motorcycle registrations and licensing.....	12		
Motorcyclists killed and injured.....	13	<b>APPENDIX</b>	
Fatal collisions by road jurisdiction.....	14	Summary of motor vehicle traffic collision statistics 1973	



Digitized by the Internet Archive  
in 2023 with funding from  
University of Toronto

<https://archive.org/details/31761116519539>

## MOTOR VEHICLE TRAFFIC COLLISIONS IN 1973

### Summary

Motor vehicle collision statistics for 1973 show slight increases in almost every category. There were 193,021 reported motor vehicle collisions — an increase of 1.9% as compared to a 19.3% increase in 1972 over the previous year. A fractional increase of 0.3% occurred in the number of fatal collisions and a 1.3% increase in the number of persons fatally injured. This lesser increase of 1973 over 1972 is a return to the traditional trend in collisions after the rapid increases in 1971 and 1972 from the very low 1970 figure (see graph p. 5).

The use of bicycles and motorcycles has become increasingly popular and this year the trend continued towards proportionate increases in fatalities involving bicyclists (+11.3%) and motorcycle drivers (+27.3%).

Non-fatally injured victims increased by 2.7%. Large increases were again experienced among bicyclists (+11.9%) and motorcycle drivers (+8.2%).

### COMPARATIVE STATISTICS — 1972 and 1973

	1972	1973	%Change
Total Collisions Reported.....	189,494	193,021	+ 1.9
Fatal Collisions.....	1,620	1,625	+ 0.3
Personal Injury Collisions.....	63,541	65,335	+ 2.8
Property Damage Only Collisions.....	124,333	126,061	+ 1.4
Persons Fatally Injured.....	1,934	1,959	+ 1.3
Persons Non-Fatally Injured.....	95,181	97,790	+ 2.7
Amount of Property Damage (Est.).....	\$153,697,000	\$171,100,000	+11.3
Vehicle Collisions per Million Vehicle Miles Travelled (Est.).....	5.4	5.1	
Fatal Collisions per 100 Million Vehicle Miles Travelled (Est.).....	4.6	4.3	
Death Rate per 100 Million Vehicle Miles Travelled (Est.).....	5.5	5.2	
Motor Vehicles Registered.....	3,386,444	3,582,858*	+ 5.8
Mileage Travelled (Est.)**.....	34,864,557,000	37,771,576,000**	+ 8.3
Ontario Population (Est.).....	7,865,000	7,988,000	+ 1.6
Drivers Licensed.....	3,688,541	3,841,628	+ 4.2

\*Estimated.

\*\*Mileage estimated on the basis of 13.72 miles per gallon of taxed gasoline and motor fuel.



## CLASS OF VICTIMS BY AGE GROUPS — FATALLY INJURED

	Total	Drivers	Passengers*	Pedestrians	Bicyclists	Motorcycle Drivers	Other
0-4 years.....	47	—	21	24	2	—	—
5-14 years.....	147	1	40	71	34	—	1
15-19 years.....	402	120	172	42	21	43	4
20-24 years.....	360	194	109	23	5	25	4
25-34 years.....	291	182	69	24	2	12	2
35-44 years.....	152	99	39	12	—	1	1
45-54 years.....	193	105	53	34	—	1	—
55-64 years.....	145	64	39	38	1	2	1
65 and over.....	218	65	70	78	4	—	1
Not stated.....	4	—	4	—	—	—	—
TOTAL 1973.....	1,959	830	616	346	69	84	14
TOTAL 1972.....	1,934	827	581	383	62	66	15
% Change.....	+1.3	+0.3	+6.0	-9.7	+11.3	+27.3	-6.7

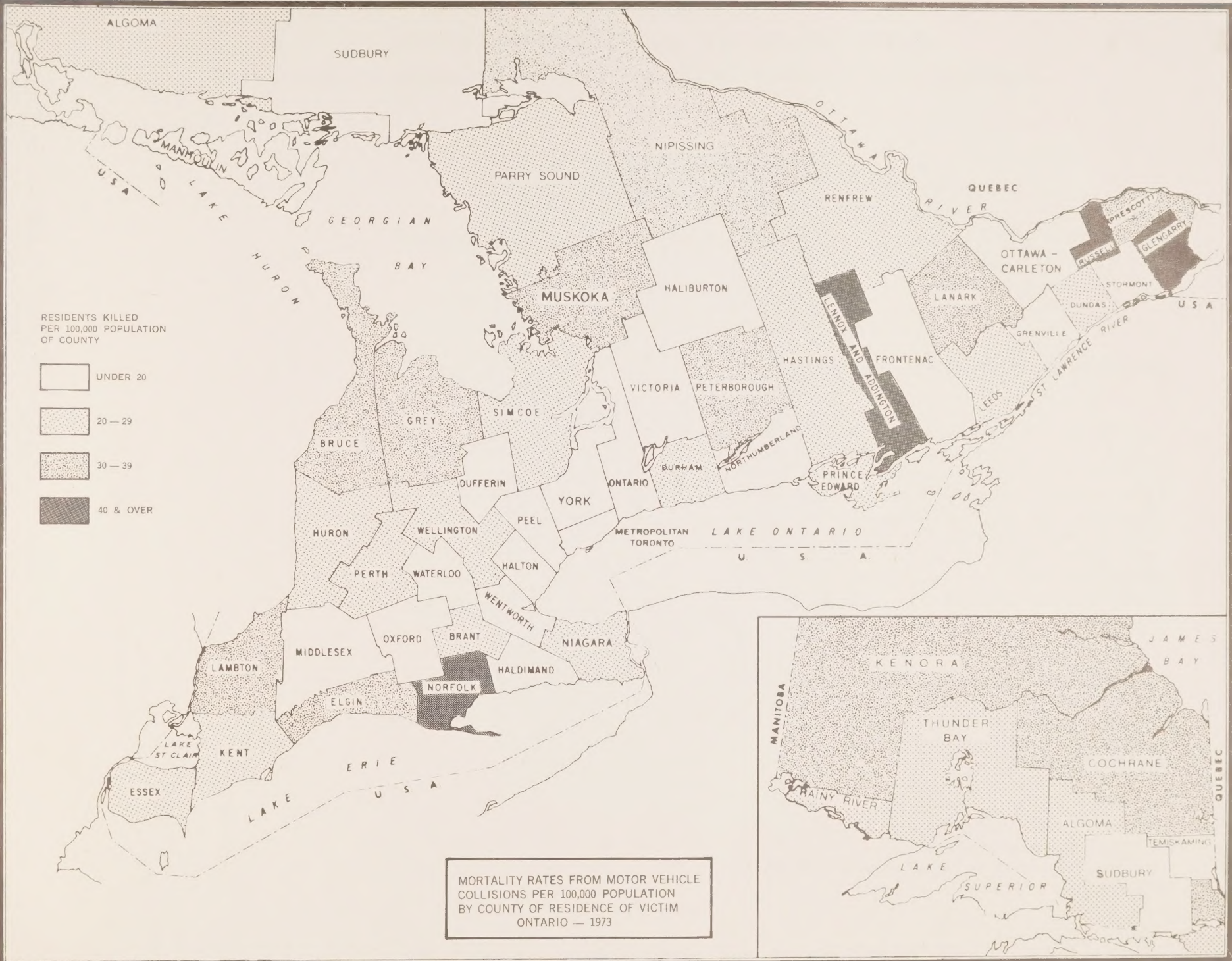
\*Includes motorcycle passengers.

## CLASS OF VICTIMS BY AGE GROUPS — NON-FATALLY INJURED

	Total	Drivers	Passengers*	Pedestrians	Bicyclists	Motorcycle Drivers	Other
0-4 years.....	2,764	5	1,968	770	18	—	3
5-14 years.....	9,236	125	4,389	2,823	1,846	25	28
15-19 years.....	18,757	7,100	8,686	821	895	1,215	40
20-24 years.....	18,123	9,946	6,404	532	252	971	18
25-34 years.....	17,853	11,564	5,191	609	125	320	44
35-44 years.....	11,148	7,307	3,286	459	45	45	6
45-54 years.....	9,060	5,470	3,077	459	25	21	8
55-64 years.....	5,577	3,118	2,018	408	19	7	7
65 and over.....	4,162	1,742	1,786	609	21	1	3
Not stated.....	1,110	37	911	113	26	18	5
TOTAL 1973.....	97,790	46,414	37,716	7,603	3,272	2,623	162
TOTAL 1972.....	95,181	43,910	37,606	7,941	2,924	2,424	376
% Change.....	+2.7	+5.7	+0.3	-4.2	+11.9	+8.2	-56.9

\*Includes motorcycle passengers.





## TRENDS IN MOTOR VEHICLE COLLISIONS

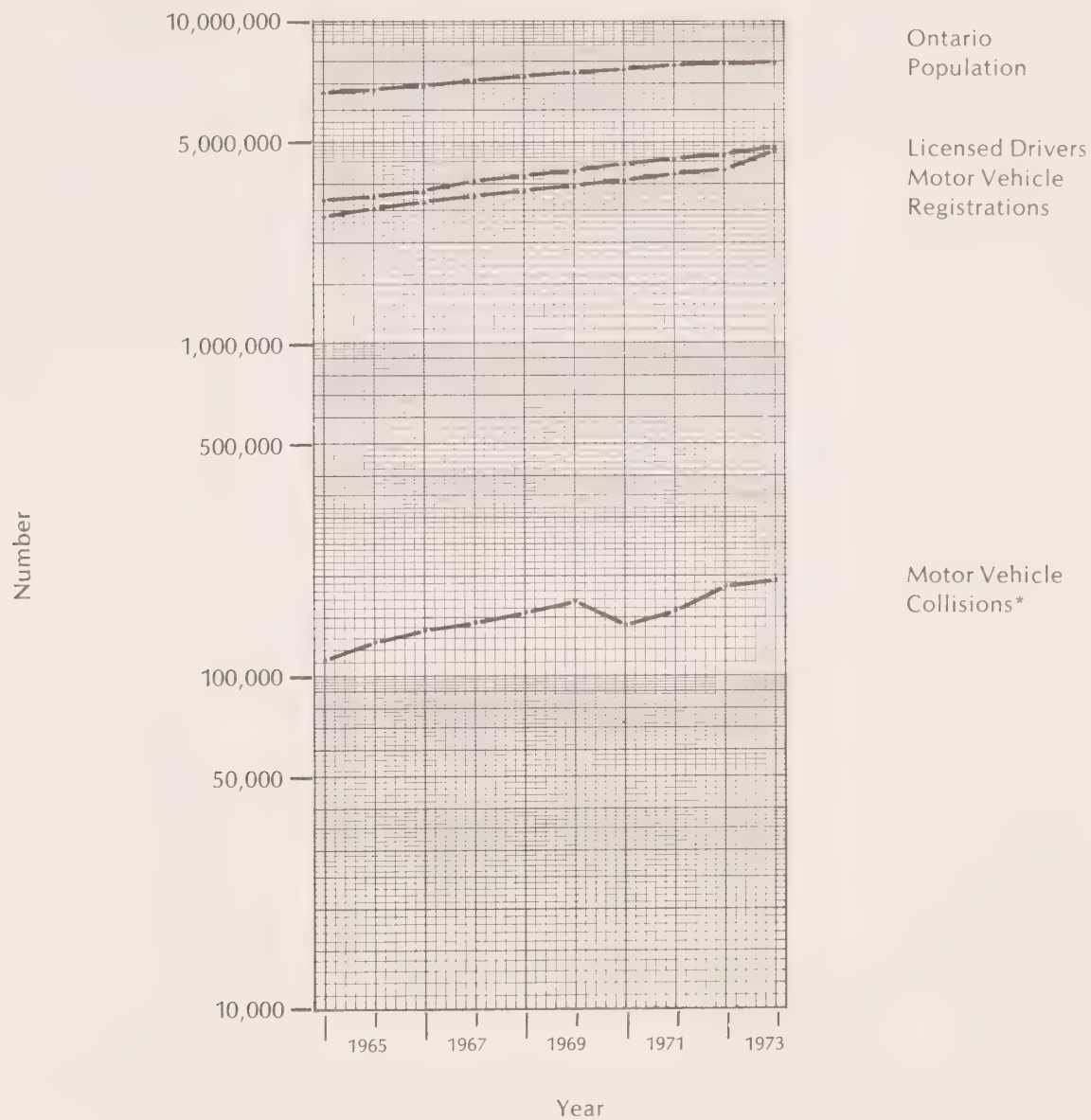
Since 1964, vehicle registrations increased by 59.5%, licensed drivers 42.6%, Ontario population by 20.5% and motor vehicle collisions by 73.5%. The greatest increase was in motor vehicle collisions during 1971 and 1972 when there were increases of 12.2% and 19.3% respectively over the previous year totals. There was an increase this year as well but at a lesser rate (+1.9%) compared to last year. A reduction of collisions reported in 1970 was due mainly to a change in collision reporting legislation which raised the property damage criterion from \$100 to \$200 on January 1, 1970.

The number of victims fatally injured in traffic collisions between 1964 and 1973 continues to increase, reaching a high of 1,959 persons killed in 1973 compared to 1,424 in 1964. The fatality rate per 100,000 population ranges from a low of 20.1 in 1970 to 24.5 in 1973.

The increase in the non-fatal injury rate per 100,000 population in 1973 in the second lowest increase during the past ten years, the lowest being in 1967 and the only decrease was in 1970.

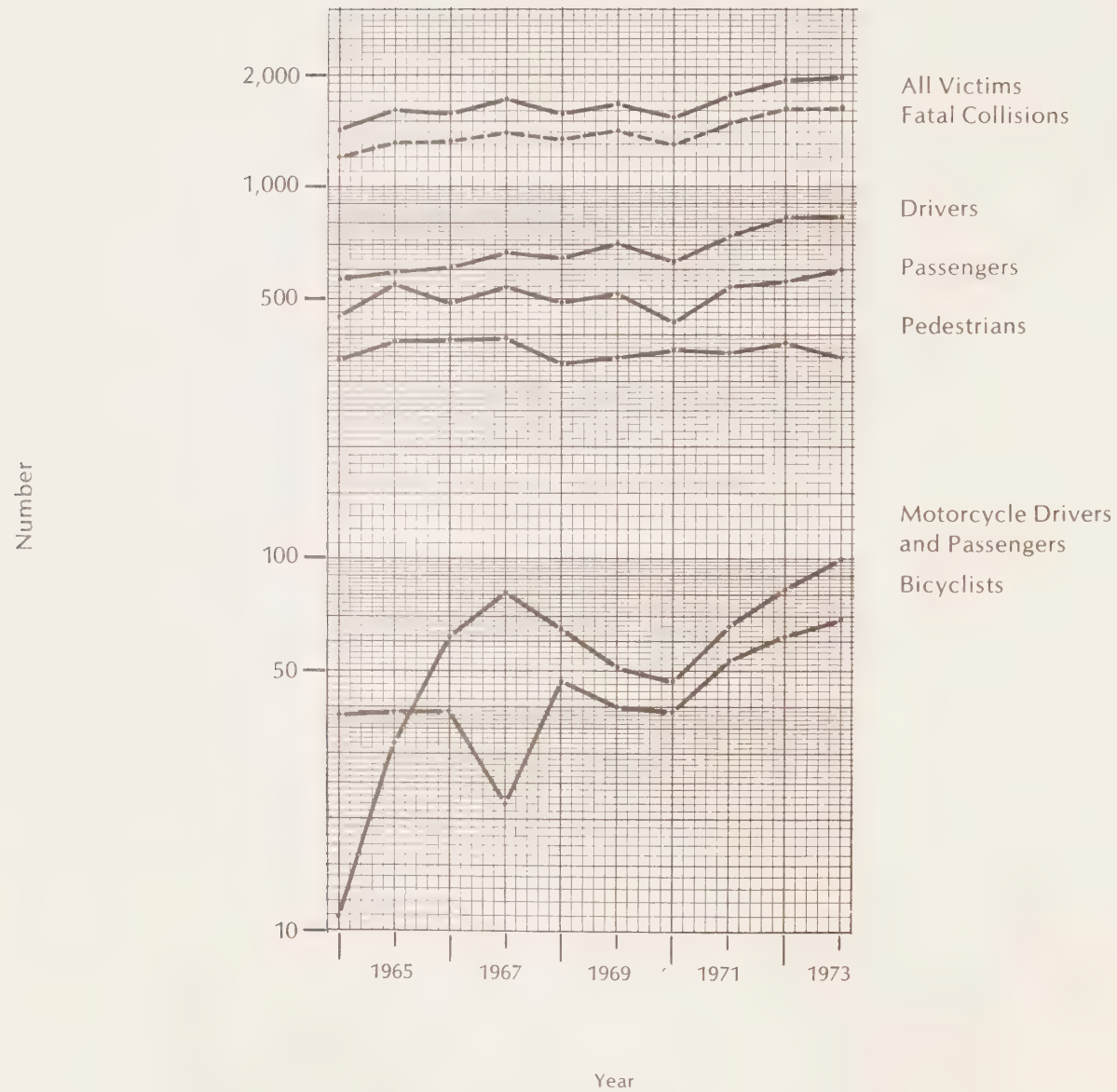


# TRENDS IN ONTARIO POPULATION, LICENSED DRIVERS, MOTOR VEHICLE REGISTRATIONS, AND MOTOR VEHICLE TRAFFIC COLLISIONS 1964-1973



\*In 1970 the reporting criterion for property damage only collisions was raised from \$100 to \$200

# FATAL COLLISIONS AND PERSONS KILLED 1964-1973





## FATAL TRAFFIC COLLISION VICTIMS IN ONTARIO BY CLASS OF ROAD USER — ALL AGES

Year	Ontario Population	Driver		Passenger*		Pedestrian		All Others		All Classes	
		No.	Rate/ 100,000**	No.	Rate/ 100,000	No.	Rate/ 100,000	No.	Rate/ 100,000	No.	Rate/ 100,000
1964	6,631,000	567	12.9	448	6.8	344	5.2	65	1.0	1,424	21.5
1965	6,788,000	598	13.0	553	8.1	387	5.7	73	1.1	1,611	23.7
1966	6,961,000	615	13.3	490	7.0	380	5.5	111	1.6	1,596	22.9
1967	7,149,000	672	14.0	542	7.6	393	5.5	112	1.6	1,719	24.0
1968	7,306,000	643	13.0	491	6.7	336	4.6	116	1.6	1,586	21.7
1969	7,452,000	707	13.9	526	7.1	346	4.6	104	1.4	1,683	22.6
1970	7,637,000	633	12.1	437	5.7	365	4.8	100	1.3	1,535	20.1
1971	7,703,000†	740	13.8	542	7.0	357	4.6	130	1.7	1,769	23.0
1972††	7,865,000	827	15.0	564	7.2	383	4.9	160	2.0	1,934	24.6
1973	7,988,000	830	14.9	600	7.5	346	4.3	183	2.3	1,959	24.5

\*Does not include motorcycle passengers.

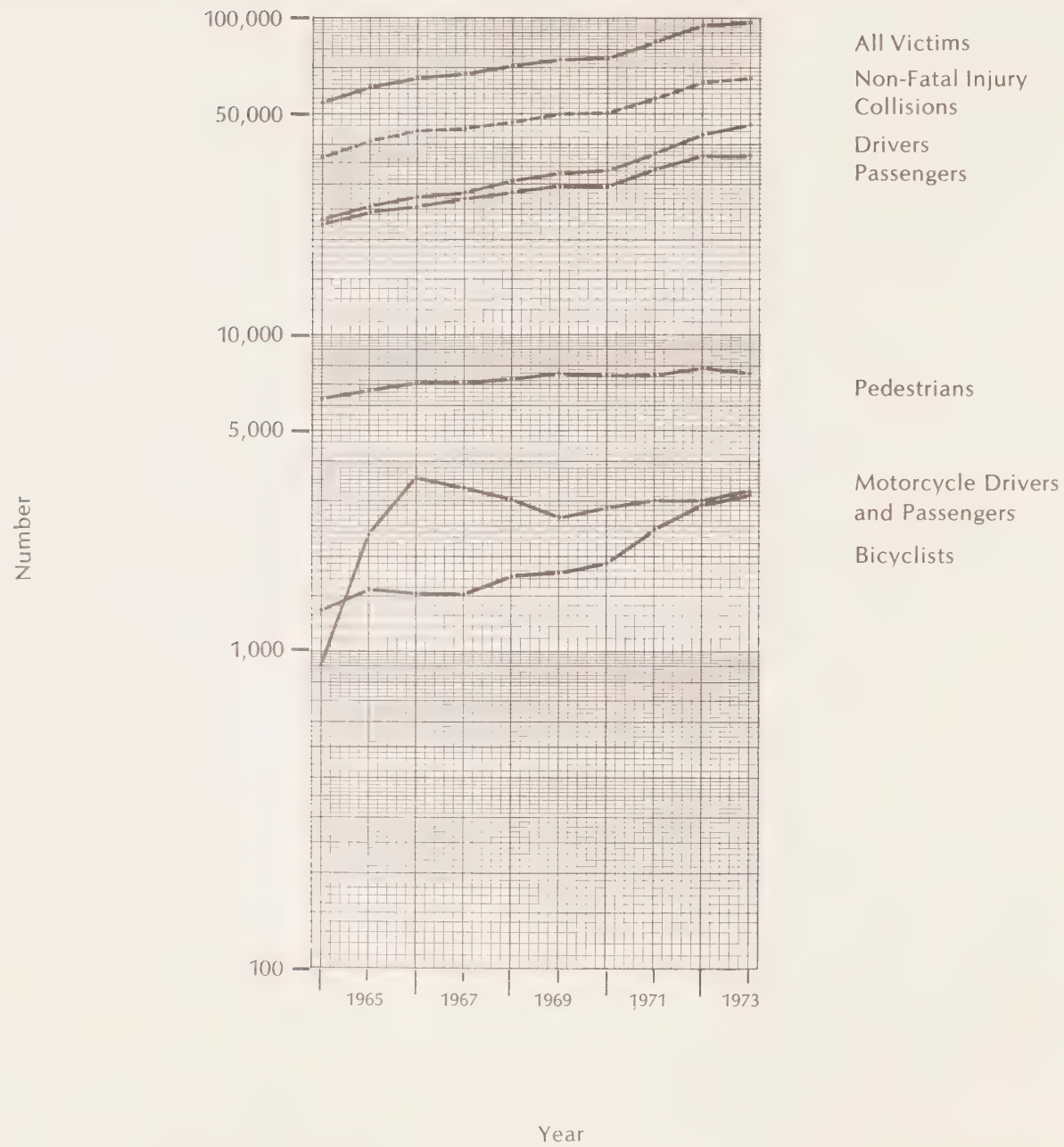
\*\*Rate per 100,000 population 16 years of age and over.

†Population figure amended according to 1971 census.

††The estimated population for 1972 has been revised and the necessary adjustments have been made in the tables showing rates.

# NON-FATAL INJURY COLLISIONS AND PERSONS INJURED

1964-1973





## NON-FATAL TRAFFIC COLLISION VICTIMS IN ONTARIO BY CLASS OF ROAD USER — ALL AGES

Year	Ontario Population	Driver		Passenger*		Pedestrian		All Others		All Classes	
		No.	Rate/ 100,000**	No.	Rate/ 100,000	No.	Rate/ 100,000	No.	Rate/ 100,000	No.	Rate/ 100,000
1964	6,631,000	23,206	529.5	22,539	339.9	6,399	96.5	2,416	36.4	54,560	822.8
1965	6,788,000	25,603	555.1	24,537	361.5	6,740	99.3	4,037	59.5	60,917	897.4
1966	6,961,000	27,446	592.4	25,444	365.5	7,092	101.9	5,228	75.1	65,210	936.8
1967	7,149,000	28,169	587.2	27,067	378.6	7,091	99.2	4,953	69.3	67,280	941.1
1968	7,306,000	30,968	627.6	28,315	387.6	7,302	99.9	4,935	67.5	71,520	978.9
1969	7,452,000	32,928	648.0	29,730	399.0	7,610	102.1	4,634	62.2	74,902	1,005.1
1970	7,637,000	33,007	628.1	29,615	387.8	7,538	98.7	4,966	65.0	75,126	983.7
1971	7,703,000†	37,936	709.6	33,519	435.1	7,508	97.5	5,687	73.8	84,650	1,098.9
1972††	7,865,000	43,910	795.3	37,001	470.4	7,941	101.0	6,329	80.5	95,181	1,210.2
1973	7,988,000	46,414	832.4	37,093	464.4	7,603	95.2	6,680	83.6	97,790	1,224.2

\*Does not include motorcycle passengers.

\*\*Rate per 100,000 population 16 years of age and over.

†Population figure amended according to 1971 census.

††The estimated population for 1972 has been revised and the necessary adjustments have been made in the tables showing rates.

## COLLISIONS INVOLVING SCHOOL BUSES

School Year	Pupils Transported Daily	Number of Collisions (1)	Crossing Road (2)	Pupil Passengers Injured (Fatally/Non-Fatally)			Injury Rate Per 100,000 Pupils	
				Within School Bus	Other	Total	Fatal	Non-Fatal
1963-64	247,606	192	5/13	0/64	0/8	5/85	2.0	34
1964-65	284,217	221	3/9	1/44	0/8	4/61	1.4	21
1965-66	332,039	287	5/21	0/18	0/8	5/47	1.5	14
1966-67	398,065	409	1/21	9*/105	0/13	10/139	2.5	35
1967-68	414,216	498	2/18	0/89	1/12	3/119	0.7	29
1968-69	447,638	559	3/10	2/152†	2/17	7/179	1.6	40
1969-70	478,224	383	4/12	2/109**	1/5	7/126	1.5	26
1970-71	523,284	490	0/21	1/151***	2/36††	3/208	0.6	40
1971-72	545,046	508	0/9	1/153	1/19	2/181	0.4	33
1972-73	558,549	542	0/9	0/233†††	3‡/18	3/260	0.6	47

(1) Collisions involving a school bus directly or indirectly while transporting pupils to or from school.

(2) To board or after leaving stopped school bus.

\*Includes one collision resulting in eight pupil fatalities.

\*\*Includes one collision resulting in two pupil fatalities and twenty-eight pupil injuries.

†Includes one collision resulting in thirty-five pupil injuries.

\*\*\*Includes one collision resulting in fifteen pupil injuries.

††Includes one collision resulting in fifteen pupil injuries.

†††Includes 3 separate collisions resulting in a total of fifty-six pupil injuries (27, 17, 12).

‡Includes one school age pedestrian who ran across a street into the path of an oncoming school bus;

Two pupils, after being discharged, were fatally injured by school buses while attempting to cross the streets in front of the buses.



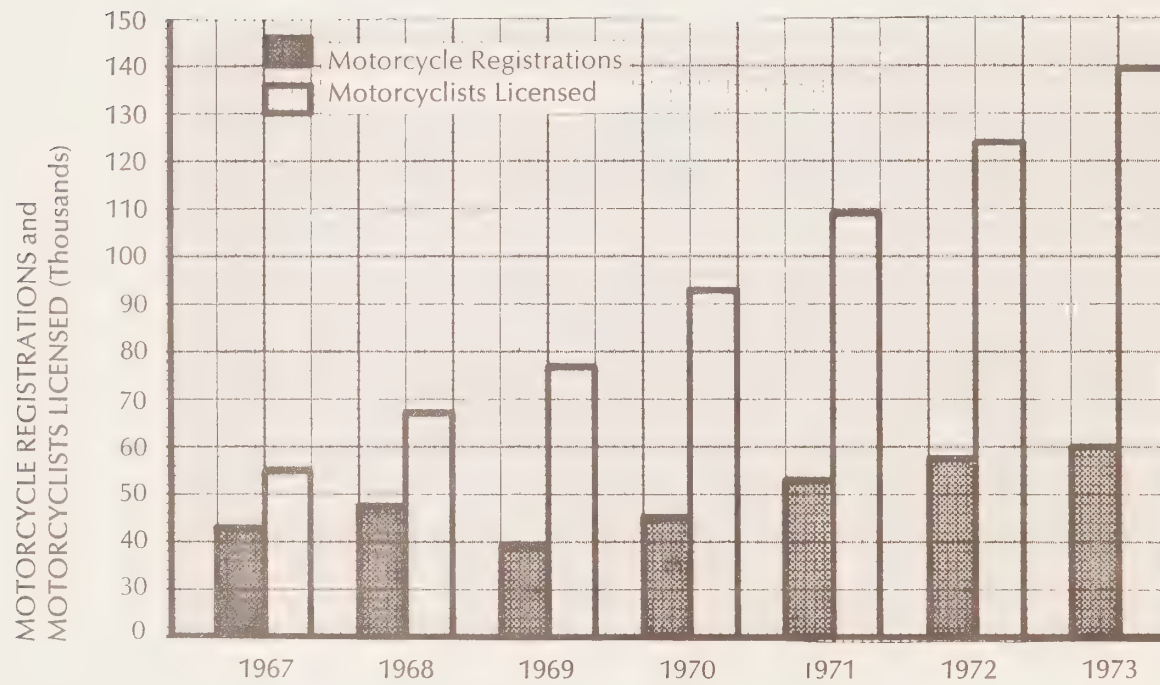
## MOTORCYCLE COLLISION STATISTICS

In 1967 a study of Ministry records revealed that many motorcyclists involved in collisions were novice drivers operating on learner permits; also a sample study of fatal collisions involving motorcyclists showed that 44% were driving under the authority of an instruction permit. That year, instruction permits for motorcyclists were abolished forcing the novice to learn balance and co-ordinative skills in the operation of motorcycles on private parking lots, fields or other areas. Successful completion of a motorcycle driver examination for all novices was then required before they could operate a motorcycle on the public thoroughfares.

Amendments to the Highway Traffic Act in 1968 required motorcycle operators and passengers to wear approved safety helmets. Due to this amendment and the abolishment of the instruction permits for motorcyclists, there were reductions in motorcycle driver fatalities of 32% during 1968-1969 and 42% during 1969-1970. While the number of motorcycle driver and passenger injuries seem to be constant with the only decrease being in fewer passengers injured in 1972-1973, the current fatal statistics show a comparative increase of 34% in motorcycle driver fatalities since the year preceding the law. The fatality rate per 100,000 motorcycle drivers was 59.6 for 1972-1973.

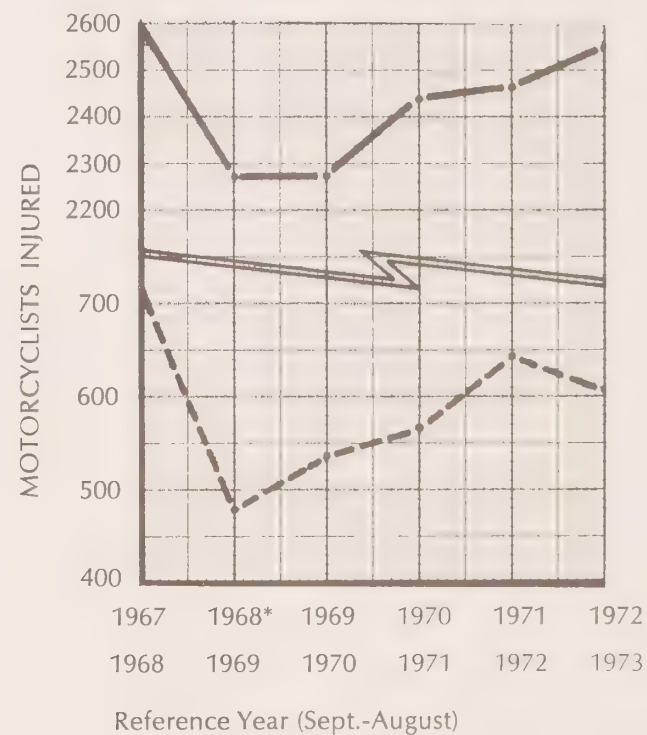
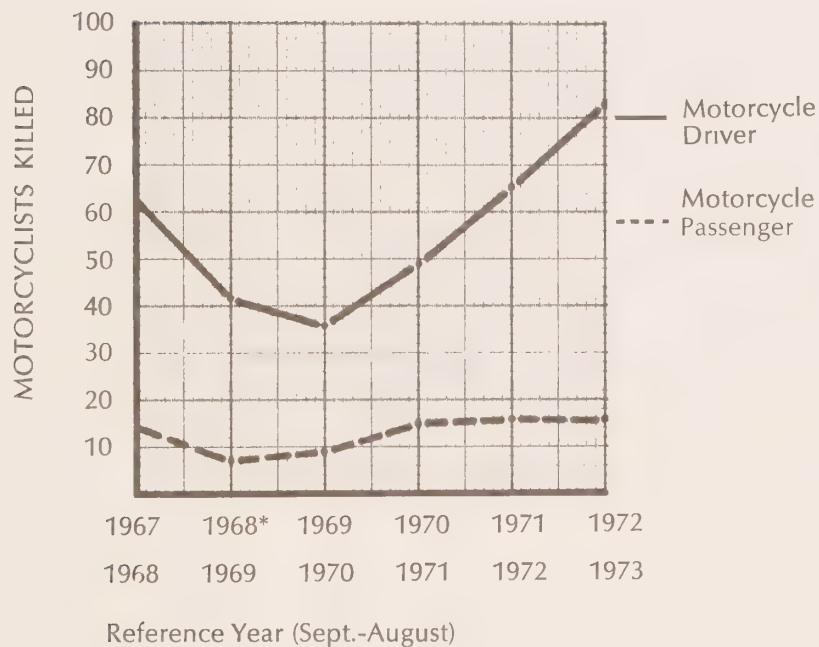
One of the reasons for the increases in motorcycle driver fatalities may be attributed to the tremendous upswing in the popularity of motorcycling. Drivers licensed to operate motorcycles have increased 151% and motorcycle registrations 40% since 1967.

## MOTORCYCLE REGISTRATIONS AND LICENSED MOTORCYCLISTS



## MOTORCYCLISTS KILLED AND INJURED

Reference Year (Sept.-August)	Motorcycle Drivers		% Change re 1967-1968		Motorcycle Passengers		% Change re 1967-1968	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1967-1968	62	2,590	—	—	14	712	—	—
1968-1969	42	2,266	-32.3	-12.5	7	448	-50.0	-37.1
1969-1970	36	2,269	-41.9	-12.4	9	536	-35.7	-24.7
1970-1971	49	2,440	-21.0	-5.8	15	567	+7.1	-20.4
1971-1972	65	2,463	+4.8	-4.9	16	641	+14.3	-10.0
1972-1973	83	2,555	+33.9	-1.4	16	607	+14.3	-14.8



\*Amendments to the Highway Traffic Act in 1968 required motorcycle operators and passengers to wear approved safety helmets.



## FATAL COLLISIONS BY ROAD JURISDICTION

Road Jurisdiction	FATAL COLLISIONS									
	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973
Urban Areas .....	361	408	434	442	389	425	400	458	473	404
Controlled Access Highways*..	567	625	105	103	111	106	119	128	105	132
Other Kings Highways†.....			514	530	535	530	486	534	673	606
Other .....	274	285	294	325	311	349	295	378	369	483
Total .....	1,202	1,318	1,347	1,400	1,346	1,410	1,300	1,498	1,620	1,625

\*Figures for 1964-1965 combine all Kings Highways.

†Includes Secondary Highways.

## ALL COLLISIONS BY ROAD JURISDICTION

Road Jurisdiction	ALL COLLISIONS									
	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973
Urban Areas .....	71,759	82,665	91,723	92,952	100,611	110,933	92,091	100,479	123,366	114,170
Controlled Access Highways†..	24,023	28,260	6,532	7,309	8,087	9,192	8,394	9,070	8,786	11,333
Other Kings Highways*.....			22,343	24,131	25,236	25,888	21,890	24,222	29,713	26,882
Other .....	15,450	17,537	19,183	20,616	21,193	23,382	19,234	25,060	27,629	40,636
Total .....	111,232	128,462	139,781	145,008	155,127	169,395	141,609**	158,831	189,494	193,021

†Figures for 1964-1965 combine all Kings Highways.

\*Includes Secondary Highways.

\*\*Minimum reportable property damage amount changed from over \$100 to over \$200 on January 1, 1970.

## ALL COLLISIONS AND FATAL COLLISIONS BY TYPE

	YEAR OF COLLISION									
	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973
<b>ALL COLLISIONS</b>										
Single Motor Vehicle.....	23,447	26,392	29,206	30,254	32,941	34,409	28,511	32,167	39,033	41,965
Motor Vehicle And:										
Other Motor Vehicle/s.....	77,908	90,953	98,978	102,638	109,591	121,865	101,011	112,671	135,500	137,039
Pedestrian .....	6,229	6,534	6,877	6,884	7,006	7,278	7,227	7,037	7,438	7,161
Cyclist .....	1,377	1,600	1,557	1,530	1,741	1,815	1,918	2,541	3,217	3,412
Railroad Train .....	372	392	440	403	401	374	320	366	390	322
Street Car .....	400	419	448	432	468	434	275	298	287	353
Farm Tractor† .....	—	—	—	—	—	—	145	219	250	254
Animal .....	941	1,276	1,323	1,440	1,510	1,658	1,317	1,402	1,397	1,554
Other* .....	558	896	952	1,427	1,469	1,562	885	2,130	1,982	961
Total .....	111,232	128,462	139,781	145,008	155,127	169,395	141,609	158,831	189,494	193,021
<b>FATAL COLLISIONS</b>										
Single Motor Vehicle.....	307	334	369	387	394	423	344	442	444	488
Motor Vehicle And:										
Other Motor Vehicle/s.....	475	528	516	545	542	563	525	611	666	676
Pedestrian .....	331	361	364	373	317	327	336	335	364	321
Cyclist .....	37	39	39	23	45	40	41	51	65	69
Railroad Train .....	38	44	41	53	34	42	32	34	43	42
Street Car .....	3	2	2	2	1	2	—	—	—	1
Farm Tractor† .....	—	—	—	—	—	—	1	1	4	8
Animal .....	2	2	1	5	4	—	6	7	5	3
Other* .....	9	8	15	12	9	13	15	17	29	17
Total .....	1,202	1,318	1,347	1,400	1,346	1,410	1,300	1,498	1,620	1,625

†Included with Other 1964-1969.

\*Includes Horse Drawn Vehicles.

## SELECTED CHARACTERISTICS OF MOTOR VEHICLE COLLISIONS

### Summary

The following tables present 1973 collision information in relation to selected driver, vehicle and road characteristics.

Listings of collisions by various geographic areas of the province are included.

### CONDITION OF DRIVER

Condition	All Collisions				Fatal Collisions			
	1972	%	1973	%	1972	%	1973	%
Apparently Normal	276,820	87.0	280,416	87.1	1,473	61.2	1,483	60.3
Ability Impaired — Alcohol	8,121	2.5	8,707	2.7	300	12.5	312	12.7
Had Been Drinking	18,709	5.9	20,072	6.2	321	13.3	316	12.8
Other	2,232	0.7	2,495	0.8	18	0.7	28	1.1
Not Known	12,403	3.9	10,476	3.2	296	12.3	322	13.1
Total	318,285	100.0	322,126	100.0	2,408	100.0	2,461	100.0

### OCCURRENCE OF ALCOHOL IN FATALLY INJURED DRIVERS

Recorded Occurrence of Alcohol	Number of Drivers*			
	1972	%	1973	%
Apparently Normal .....	355	49.9	343	48.8
Ability Impaired .....	247	34.7	250	35.6
Had Been Drinking .....	109	15.3	110	15.6
Total .....	711	100.0	703	100.0

\*Excludes cases where alcohol usage information was not provided.



## LICENSED DRIVERS AS COMPARED WITH DRIVERS INVOLVED IN COLLISIONS BY AGE GROUPS — 1973

Age Group	D R I V E R S		% of Drivers Of Each Age Group Involved In Collisions
	Licensed	Involved In Collisions	
Under 16 .....	—	629	—
16 - 19 .....	258,976	45,266	17.8
20 - 24 .....	509,640	63,685	12.5
25 - 34 .....	970,943	81,508	8.4
35 - 44 .....	759,671	53,365	7.0
45 - 54 .....	667,795	41,568	6.2
55 - 64 .....	425,649	23,796	5.6
65 & over .....	248,954	11,701	4.7
Not Known .....	—	648	—
Total .....	3,841,628	322,166	

## DRIVER CONDITION BY AGE GROUP — ALL COLLISIONS

Age Group	D R I V E R   C O N D I T I O N											
	Normal		Ability Impaired—Alcohol		Had Been Drinking		Other		Not Known		Total	
	1972	1973	1972	1973	1972	1973	1972	1973	1972	1973	1972	1973
Under 16	358	497	9	15	26	36	14	15	51	66	458	629
16 - 19	35,093	38,641	711	846	2,912	3,590	321	424	1,712	1,765	40,749	45,266
20 - 24	54,530	54,006	1,436	1,613	4,792	5,339	514	525	2,642	2,202	63,914	63,685
25 - 34	69,462	70,914	2,201	2,322	5,063	5,152	478	510	3,122	2,610	80,326	81,508
35 - 44	48,071	46,870	1,734	1,647	2,892	2,893	259	337	1,997	1,618	54,953	53,365
45 - 54	37,126	36,849	1,259	1,408	1,913	1,902	250	269	1,509	1,140	42,057	41,568
55 - 64	21,609	21,463	577	661	828	826	178	188	860	658	24,052	23,796
65 & over	10,166	10,789	150	147	219	260	203	215	394	290	11,132	11,701
Not Known	405	387	44	48	64	74	15	12	116	127	644	648
Total	276,820	280,416	8,121	8,707	18,709	20,072	2,232	2,495	12,403	10,476	318,285	322,166

## DRIVER SEAT-BELT USE BY OUTCOME FOR DRIVER\* IN ALL COLLISIONS

In 1973, drivers accounted for 42.4% of the people killed and 47.5% of the people injured in motor vehicle collisions.

The number of drivers killed or injured who had seat belts in their vehicles but were not using them increased to 56.9% and 65.4% respectively.

There were 36,766 drivers, an increase of 5,633 (18.1%) who were using their seat belts when involved in motor vehicle collisions who did not sustain injuries. This is a favourable increase in comparison to the past year but the overall figures reflect increases of 4.9% drivers killed and 9.4% drivers injured who were not wearing the seat belts which were installed in their vehicles.

Seat Belt Usage	Driver Killed	%	Driver Injured	%	Driver Not Injured	%	All Drivers	%
Installed — Not In Use	472	56.9	30,335	65.4	170,361	62.8	201,168	63.1
Installed — In Use	43	5.2	5,769	12.4	36,766	13.5	42,578	13.4
Installed — Use Unknown	62	7.5	855	1.8	5,688	2.1	6,605	2.1
Not Installed	97	11.7	5,631	12.1	31,497	11.6	37,225	11.7
Not Known	156	18.8	3,824	8.2	27,174	10.0	31,154	9.8
Total	830	100.0	46,414	100.0	271,486	100.0	318,730*	100.0

\*Excludes motorcycle drivers.

## APPARENT DRIVER ACTION IN ALL COLLISIONS 1972-1973

	1972	% Of Total	1973	% Of Total
Driving Properly .....	147,092	46.2	147,709	45.8
Following Too Close .....	17,982	5.7	19,632	6.1
Speed Too Fast .....	31,103	9.8	28,557	8.9
Improper Turn .....	10,625	3.3	11,677	3.6
Disobey Traffic Signal .....	5,112	1.6	5,559	1.7
Disobey Stop Sign .....	4,514	1.3	4,743	1.5
Fail To Yield Right Of Way .....	31,480	9.9	32,762	10.2
Improper Passing .....	4,328	1.4	4,580	1.4
Lost Control .....	25,016	7.9	23,417	7.3
Wrong Way On One-Way Road .....	181	0.1	342	0.1
Not Known .....	14,343	4.5	15,772	4.9
*Other .....	26,509	8.3	27,416	8.5
Total .....	318,285	100.0	322,166	100.0

\*Includes actions defined as Careless Driving, Inattentive Driving, Fell Asleep, Hit and Run, On Wrong Side of Road, Improper Parking, Impaired, Illegally Parked, Dangerous Driving, Inexperience, etc.



## FATALITIES BY TIME OF DAY AND DAY OF WEEK

Time	Total	%	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
12 - 01 AM .....	108	5.5	10	7	5	10	18	30	28
01 - 02 AM .....	141	7.2	7	8	4	9	17	58	38
02 - 03 AM .....	88	4.5	4	3	4	4	16	27	30
03 - 04 AM .....	41	2.2	2	2	1	5	4	10	17
04 - 05 AM .....	21	1.1	0	1	1	3	1	7	8
05 - 06 AM .....	33	1.7	5	0	4	6	5	8	5
06 - 07 AM .....	32	1.6	8	2	7	4	2	7	2
07 - 08 AM .....	52	2.6	11	8	1	4	14	10	4
08 - 09 AM .....	48	2.5	4	5	5	8	9	10	7
09 - 10 AM .....	31	1.6	5	3	2	7	2	6	6
10 - 11 AM .....	32	1.6	6	4	4	3	3	11	1
11 - 12 AM .....	59	3.0	9	10	7	9	5	10	9
12 - 01 PM .....	57	2.9	11	8	5	2	15	5	11
01 - 02 PM .....	55	2.8	4	6	6	6	9	12	12
02 - 03 PM .....	86	4.4	13	12	11	11	9	12	18
03 - 04 PM .....	100	5.1	9	18	17	9	15	17	15
04 - 05 PM .....	127	6.5	15	11	14	13	19	25	30
05 - 06 PM .....	126	6.4	10	8	11	10	37	29	21
06 - 07 PM .....	105	5.4	7	22	15	8	20	22	11
07 - 08 PM .....	148	7.5	15	20	11	27	33	26	16
08 - 09 PM .....	124	6.3	16	5	13	17	25	35	13
09 - 10 PM .....	116	5.9	14	15	14	11	29	15	18
10 - 11 PM .....	113	5.8	13	12	4	16	33	24	11
11 - 12 PM .....	109	5.5	9	10	10	13	31	30	6
Unknown .....	7	0.4	0	1	1	0	1	0	4
Total .....	1,959	100.0	207	201	177	215	372	446	341

## TYPE AND CONDITION OF VEHICLES INVOLVED — ALL COLLISIONS — 1973

	Vehicle Type										Total
	Passenger <sup>1</sup> Passenger <sup>1</sup> Car	Car & Trailer	Truck	Truck & Trailer	Tractor Trailer	Motor- cycle	Bus	School Bus	Other- Motor <sup>2</sup> Vehicle	Non- Motor Vehicle	
No Apparent Defect .....	279,341	1,366	29,410	1,771	3,572	3,934	1,976	522	4,076	256	326,224
Service Brakes Defective .....	1,729	10	473	36	76	14	22	10	70	5	2,445
Steering Defective .....	340	—	101	4	12	12	—	—	2	—	471
Tire Puncture or Blow-Out .....	1,066	23	206	27	45	29	—	1	2	—	1,399
Tire Tread Insufficient .....	1,214	6	106	1	12	6	3	2	1	—	1,351
Headlamps Defective .....	128	—	21	—	1	14	1	—	39	1	205
Other Lamps or Reflectors Defective	395	17	175	17	21	6	2	2	59	2	696
Engine Controls Defective .....	393	2	31	4	4	12	1	1	11	—	459
Wheels or Suspension Defective ...	183	11	78	21	41	18	1	—	3	—	356
Vision Obscured .....	224	—	31	1	2	1	1	1	2	1	264
Other Defects .....	1,333	63	347	109	150	43	9	5	123	56	2,238
Not Known .....	11,809	27	1,262	95	179	208	66	15	788	3,983	18,432
Total .....	298,155	1,525	32,241	2,086	4,115	4,297	2,082	559	5,176	4,304	354,540

<sup>1</sup>Includes station wagons.

<sup>2</sup>Includes vehicle type "unknown".

**STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC COLLISIONS IN  
ONTARIO CITIES, TOWNS AND VILLAGES — 1973**

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Acton .....	78	—	26	52	—	36
Ailsa Craig .....	3	—	1	2	—	2
Ajax .....	143	—	54	89	—	72
Alexandria .....	90	1	22	67	1	26
Alfred .....	24	1	7	16	1	8
Alliston .....	65	2	21	42	2	30
Almonte .....	48	—	10	38	—	12
Alvinston .....	6	—	—	6	—	—
Amherstburg .....	59	—	20	39	—	23
Arkona .....	2	—	1	1	—	1
Arnprior .....	135	—	34	101	—	42
Arthur .....	29	1	8	20	1	14
Aurora .....	237	3	65	169	5	103
Aylmer .....	66	—	17	49	—	21
Ayr .....	9	—	3	6	—	3
Bancroft .....	47	—	10	37	—	18
Barrie .....	799	4	233	562	5	336
Barry's Bay .....	26	—	9	17	—	12
Bath .....	7	1	2	4	1	10
Bayfield .....	11	—	2	9	—	3
Beachburg .....	5	—	2	3	—	2
Beachville .....	2	—	1	1	—	1
Beaverton .....	26	1	11	14	2	23
Beeton .....	8	—	2	6	—	3
Belle River .....	40	—	15	25	—	22
Belleville .....	689	6	234	449	7	334
Belmont .....	11	—	3	8	—	3
Blenheim .....	93	—	28	65	—	35
Blind River .....	37	2	9	26	2	13
Bloomfield .....	13	—	5	8	—	8
Blyth .....	24	—	6	18	—	6



Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Bobcaygeon .....	24	—	6	18	—	8
Bolton .....	51	1	15	35	1	21
Bonfield .....	6	—	2	4	—	2
Bothwell .....	11	—	4	7	—	6
Bowmanville .....	171	2	70	99	2	88
Bracebridge .....	72	2	18	52	2	27
Bradford .....	71	2	12	57	2	18
Braeside .....	4	—	1	3	—	4
Brampton .....	839	3	224	612	3	329
Brantford .....	1,319	5	325	989	6	445
Bridgeport .....	4	—	2	2	—	2
Brighton .....	40	—	17	23	—	21
Brockville .....	448	1	99	348	1	128
Bruce Mines .....	3	—	1	2	—	1
Brussels .....	22	—	10	12	—	13
Burk's Falls .....	15	—	5	10	—	8
Burlington .....	1,722	9	575	1,138	9	859
Cache Bay .....	11	—	2	9	—	2
Caledon East .....	5	—	1	4	—	1
Caledonia .....	37	2	10	25	2	16
Cambridge .....	1,546	8	520	1,018	8	731
Campbellford .....	48	—	13	35	—	18
Cannington .....	7	—	3	4	—	3
Capreol .....	14	1	5	8	1	6
Cardinal .....	20	—	8	12	—	9
Carleton Place .....	90	—	23	67	—	31
Casselman .....	9	—	3	6	—	4
Cayuga .....	22	—	3	19	—	10
Chalk River .....	9	—	2	7	—	2
Charlton .....	1	—	1	—	—	2
Chatham .....	969	4	343	622	4	468

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Chatsworth .....	7	—	1	6	—	1
Chesterville .....	1	—	1	—	—	1
Chesley .....	12	1	1	10	1	1
Clifford .....	7	—	5	2	—	5
Clinton .....	43	—	16	27	—	18
Cobalt .....	40	—	6	34	—	7
Cobden .....	12	—	2	10	—	2
Cobourg .....	209	1	67	141	1	98
Cochrane .....	48	1	17	30	1	21
Colborne .....	20	—	11	9	—	14
Coldwater .....	6	—	2	4	—	2
Collingwood .....	225	—	67	158	—	95
Coniston .....	4	—	2	2	—	2
Cookstown .....	14	—	4	10	—	6
Copper Cliff .....	9	—	4	5	—	6
Cornwall .....	994	4	178	812	4	261
Creemore .....	11	—	1	10	—	1
Deep River .....	30	—	13	17	—	17
Delhi .....	95	1	28	66	1	43
Deseronto .....	18	—	5	13	—	7
Drayton .....	9	—	1	8	—	1
Dresden .....	19	1	6	12	1	15
Dryden .....	111	2	45	64	2	55
Dundalk .....	17	—	4	13	—	4
Dundas .....	311	—	110	201	—	178
Dunnville .....	113	—	30	83	—	40
Durham .....	19	—	6	13	—	7
Dutton .....	4	—	1	3	—	1
Eganville .....	37	—	7	30	—	14
Elmira .....	13	—	4	9	—	6
Elmvale .....	14	—	2	12	—	3

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Elora .....	40	—	10	30	—	13
Embro .....	1	—	1	—	—	1
Englehart .....	14	—	3	11	—	4
Erieau .....	4	—	1	3	—	1
Erie Beach .....	1	—	—	1	—	—
Erin .....	13	—	9	4	—	12
Espanola .....	66	1	21	44	1	37
Essex .....	62	—	20	42	—	37
Exeter .....	58	1	21	36	1	28
Fenelon Falls .....	33	1	7	25	1	16
Fergus .....	82	—	34	48	—	47
Finch .....	3	—	2	1	—	2
Flesherton .....	8	—	1	7	—	2
Forest .....	22	—	7	15	—	11
Fort Erie .....	452	6	164	282	6	269
Fort Frances .....	179	2	42	135	3	63
Frankford .....	16	—	8	8	—	12
Gananoque .....	88	—	22	66	—	30
Georgetown .....	209	—	64	145	—	75
Geraldton .....	30	—	3	36	—	3
Glencoe .....	24	—	5	19	—	7
Goderich .....	80	—	26	54	—	32
Gore Bay .....	8	—	2	6	—	3
Grand Bend .....	24	—	5	19	—	6
Grand Valley .....	8	—	4	4	—	15
Gravenhurst .....	64	1	17	46	1	25
Grimsby .....	300	5	97	198	6	154
Guelph .....	929	2	227	700	2	358
Hagersville .....	63	—	13	50	—	14
Haileybury .....	98	2	31	65	2	52
Hamilton .....	8,437	20	3,127	5,290	20	4,453
Hanover .....	77	—	12	65	—	17



Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Harrow .....	19	—	6	13	—	10
Hastings .....	9	—	4	5	—	3
Havelock .....	17	—	5	12	—	5
Hawkesbury .....	215	2	44	169	2	61
Hearst .....	63	1	18	44	1	20
Hensall .....	23	—	2	21	—	2
Hepworth .....	6	—	3	3	—	3
Highgate .....	1	—	—	1	—	—
Hilton Beach .....	3	—	2	1	—	2
Huntsville .....	70	—	16	54	—	17
Ingersoll .....	177	—	59	118	—	90
Iron Bridge .....	8	—	4	4	—	4
Iroquois .....	13	1	2	10	1	2
Iroquois Falls .....	72	—	13	59	—	19
Jarvis .....	17	—	5	12	—	7
Kapuskasing .....	159	—	49	110	—	67
Kearney .....	2	—	1	1	—	2
Keewatin .....	26	—	9	17	—	13
Kemptville .....	27	—	7	20	—	8
Kenora .....	197	2	54	141	2	74
Killaloe Station .....	5	—	1	4	—	1
Kincardine .....	63	1	20	42	1	28
Kingston .....	1,327	6	373	948	8	515
Kingsville .....	47	1	8	38	1	10
Kitchener .....	3,277	17	832	2,428	24	1,222
Lakefield .....	33	—	15	18	—	16
Lanark .....	15	1	5	9	2	7
Lancaster .....	14	—	5	9	—	9
Latchford .....	3	—	2	1	—	2
Leamington .....	206	—	39	167	—	57
Levack .....	3	—	—	3	—	—
Lincoln .....	284	5	113	166	6	175

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Lindsay .....	222	—	71	151	—	—
Lion's Head .....	3	—	—	3	—	—
Listowel .....	106	—	27	79	—	40
Little Current .....	27	—	3	24	—	4
Lively .....	7	—	4	3	—	6
London .....	5,772	15	1,982	3,775	17	2,778
L'Orignal .....	17	—	6	11	—	7
Lucan .....	20	—	8	12	—	12
Lucknow .....	16	1	—	15	1	1
Madoc .....	14	—	3	11	—	3
Magnetawan .....	3	—	1	2	—	1
Markdale .....	17	—	2	15	—	4
Markham .....	973	8	306	659	8	462
Marmora .....	43	1	11	31	1	19
Massey .....	19	1	4	14	1	5
Mattawa .....	53	—	23	30	—	33
Maxville .....	11	—	6	5	—	9
Meaford .....	52	1	16	35	1	23
Merrickville .....	24	—	2	22	—	3
Midland .....	222	3	81	138	4	124
Mildmay .....	12	—	1	11	—	1
Millbrook .....	13	—	4	9	—	9
Milton .....	196	1	51	144	1	85
Milverton .....	12	—	3	9	—	4
Mississauga .....	4,317	19	1,349	2,949	23	1,981
Mitchell .....	49	—	15	34	—	19
Morrisburg .....	25	1	9	15	1	17
Mount Forest .....	46	—	10	36	—	14
Napanee .....	112	—	31	81	—	42
Neustadt .....	6	—	1	5	—	1
Newboro .....	4	—	2	2	—	2
Newburgh .....	3	—	1	2	—	1

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Newbury .....	4	1	—	3	1	—
Newcastle .....	34	—	8	26	—	10
New Hamburg .....	12	—	2	10	—	2
New Liskeard .....	76	—	19	57	—	23
Newmarket .....	347	3	100	244	5	149
Niagara Falls .....	1,556	5	502	1,049	6	730
Niagara-on-the-Lake .....	292	3	108	181	3	162
North Bay .....	1,163	8	379	776	12	547
Norwich .....	12	—	1	11	—	1
Norwood .....	5	—	3	2	—	3
Oakville .....	1,384	8	505	871	8	762
Oil Springs .....	2	—	1	1	—	1
Omeme .....	10	1	4	5	1	8
Orangeville .....	130	1	35	94	1	38
Orillia .....	413	2	138	273	2	190
Oshawa .....	1,705	3	571	1,131	3	816
Ottawa .....	9,662	20	2,250	7,392	20	3,015
Owen Sound .....	330	2	99	229	2	133
Paisley .....	18	—	2	16	—	3
Palmerston .....	17	—	4	13	—	4
Paris .....	119	1	28	90	1	46
Parkhill .....	22	—	4	18	—	4
Parry Sound .....	81	1	19	61	1	21
Pelham .....	137	1	59	77	1	97
Pembroke .....	257	—	75	182	—	101
Penetanguishene .....	98	1	24	73	1	30
Perth .....	104	1	19	84	1	25
Petawawa .....	59	—	16	43	—	17
Peterborough .....	1,555	5	494	1,056	5	726
Petrolia .....	53	—	10	43	—	11
Pickering .....	130	—	51	79	—	81

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Pictou .....	70	1	15	54	2	17
Plantagenet .....	8	—	3	5	—	7
Point Edward .....	80	2	19	59	2	32
Port Burwell .....	11	—	5	6	—	7
Port Colborne .....	439	5	142	292	6	200
Port Credit .....	240	—	58	182	—	74
Port Dover .....	66	1	13	52	1	17
Port Elgin .....	65	—	16	49	—	27
Port Hope .....	116	1	33	82	1	49
Port McNicoll .....	2	—	—	2	—	—
Port Perry .....	58	—	16	42	—	29
Port Rowan .....	16	—	5	11	—	9
Port Stanley .....	25	—	4	21	—	5
Powassan .....	6	—	1	5	—	1
Prescott .....	70	—	21	49	—	29
Rainy River .....	14	—	—	14	—	—
Renfrew .....	201	2	60	139	2	79
Richmond .....	25	—	5	20	—	7
Richmond Hill .....	652	5	252	395	6	363
Ridgetown .....	38	—	6	32	—	9
Ripley .....	9	—	3	6	—	5
Rockcliffe Park .....	50	—	19	31	—	42
Rockland .....	56	1	21	34	1	25
Rodney .....	21	—	6	15	—	7
Rosseau .....	3	—	—	3	—	—
St. Catharines .....	2,568	14	789	1,765	17	1,038
St. Clair Beach .....	13	—	6	7	—	9
St. Isidore De Prescott .....	7	—	3	4	—	4
St. Marys .....	67	—	19	48	—	24
St. Thomas .....	527	2	176	349	5	227
Sarnia .....	1,304	11	394	899	12	545
Sault Ste. Marie .....	1,750	13	567	1,170	18	780



Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Seaforth .....	42	—	11	31	—	12
Shallow Lake .....	5	—	2	3	—	2
Shelburne .....	24	—	—	24	—	—
Simcoe .....	185	—	59	126	—	72
Sioux Lookout .....	59	—	18	41	—	20
Smiths Falls .....	276	2	68	206	2	100
Smooth Rock Falls .....	10	—	5	5	—	7
Southampton .....	53	—	17	36	—	28
South River .....	10	—	3	7	—	3
Springfield .....	3	—	1	2	—	1
Stayner .....	29	—	5	24	—	9
Stirling .....	15	1	1	13	1	1
Stittsville .....	2	—	1	1	—	1
Stoney Creek .....	235	—	75	160	—	103
Stratford .....	507	2	171	334	2	245
Strathroy .....	109	1	35	73	1	42
Streetsville .....	84	1	18	65	1	26
Sturgeon Falls .....	112	1	25	86	1	37
Sudbury .....	2,186	14	734	1,438	14	1,079
Sundridge .....	16	—	4	12	—	5
Tara .....	2	—	—	2	—	—
Tavistock .....	12	—	4	8	—	5
Tecumseh .....	91	1	36	54	2	49
Teeswater .....	5	—	2	3	—	2
Thamesville .....	8	—	2	6	—	3
Thedford .....	8	—	3	5	—	3
Thessalon .....	16	—	4	12	—	4
Thornbury .....	16	—	4	12	—	5
Thornloe .....	2	—	—	2	—	—
Thorold .....	348	3	108	237	3	157
Thunder Bay .....	2,696	12	987	1,697	14	1,447
Tilbury .....	68	—	22	46	—	32
Tillsonburg .....	149	1	35	113	1	47

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Timmins .....	645	—	200	445	—	276
Tiverton .....	7	1	1	5	1	2
Toronto .....	43,707	105	15,133	28,469	109	20,919
Tottenham .....	21	—	6	15	—	7
Trenton .....	228	1	82	145	1	102
Trout Creek .....	2	—	—	2	—	—
Tweed .....	17	—	3	14	—	3
Uxbridge .....	61	—	23	38	—	26
Vanier .....	517	1	115	401	1	149
Vankleek Hill .....	14	—	4	10	—	5
Vaughan .....	953	5	332	616	6	511
Victoria Harbour .....	16	—	7	9	—	8
Vienna .....	8	1	1	6	1	4
Walkerton .....	56	—	10	46	—	13
Wallaceburg .....	197	—	52	145	—	60
Wardsville .....	8	—	5	3	—	10
Wasaga Beach .....	106	2	30	74	2	46
Waterdown .....	30	—	11	19	—	18
Waterford .....	29	—	8	21	—	8
Waterloo .....	992	4	289	699	4	412
Watford .....	20	—	6	14	—	8
Webbwood .....	7	—	2	5	—	3
Welland .....	953	7	344	602	9	520
Wellesley .....	9	—	3	6	—	3
Wellington .....	8	—	2	6	—	4
West Lorne .....	12	—	2	10	—	2
Westport .....	7	1	2	4	1	2
Wheatley .....	27	—	10	17	—	12
Whitby .....	669	1	250	418	1	374
Whitchurch-Stouffville .....	347	9	119	219	9	184
Warton .....	23	—	5	18	—	6
Winchester .....	30	—	3	27	—	3

Place	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured
Windsor .....	4,730	25	1,806	2,899	26	2,482
Wingham .....	55	—	13	42	—	18
Woodstock .....	467	3	202	262	3	264
Woodville .....	4	—	—	4	—	—
Wyoming .....	9	—	3	6	—	5
Zurich .....	7	—	2	5	—	4
Total .....	133,978	532	43,339	90,107	591	60,924

**STATISTICS RELATING TO MOTOR VEHICLE TRAFFIC COLLISIONS BY COUNTIES,  
DISTRICTS AND REGIONAL MUNICIPALITIES — ONTARIO — 1973**

<b>County, District or Regional Municipality</b>	<b>Total Collisions</b>	<b>Fatal</b>	<b>Personal Injury</b>	<b>Property Damage</b>	<b>Killed</b>	<b>Injured</b>
Algoma .....	2,947	35	1,059	1,853	45	1,601
Brant .....	2,233	25	683	1,525	38	1,112
Bruce .....	1,227	23	444	760	25	712
Cochrane .....	1,634	28	555	1,051	35	856
Dufferin .....	621	9	257	355	9	440
Dundas .....	367	8	109	250	11	193
Durham .....	1,509	21	575	913	27	938
Elgin .....	1,461	21	515	925	33	790
Essex .....	7,146	76	2,774	4,296	91	4,148
Frontenac .....	2,588	29	804	1,755	36	1,190
Glengarry .....	519	10	185	324	11	289
Grenville .....	625	13	198	414	14	309
Grey .....	1,454	25	451	978	36	700
Haldimand .....	825	12	259	554	14	424
Haliburton .....	441	4	191	246	4	307
Halton .....	4,891	34	1,725	3,132	36	2,598
Hastings .....	2,273	36	822	1,415	44	1,294
Huron .....	1,198	14	422	762	17	644
Kenora .....	1,293	23	448	822	26	718
Kent .....	2,540	31	940	1,569	38	1,454
Lambton .....	2,720	42	925	1,753	48	1,397
Lanark .....	1,109	17	352	740	22	559
Leeds .....	1,428	22	494	912	28	744
Lennox & Addington .....	776	21	278	477	23	465
Manitoulin .....	256	2	96	158	2	163
Middlesex .....	7,553	46	2,737	4,770	56	4,102
Muskoka .....	1,241	29	437	775	38	711



<b>County, District or Regional Municipality</b>	<b>Total Collisions</b>	<b>Fatal</b>	<b>Personal Injury</b>	<b>Property Damage</b>	<b>Killed</b>	<b>Injured</b>
Niagara .....	8,365	71	2,767	5,527	83	4,086
Nipissing .....	2,039	31	695	1,313	41	1,094
Norfolk .....	1,232	36	409	787	41	711
Northumberland .....	1,287	18	520	749	20	782
Ontario .....	4,867	39	1,790	3,038	48	2,801
Ottawa-Carleton .....	13,617	64	3,426	10,127	70	4,799
Oxford .....	1,819	28	698	1,093	32	1,060
Parry Sound .....	1,052	17	372	663	20	632
Peel .....	8,027	56	2,525	5,446	68	3,874
Perth .....	1,397	17	459	921	18	719
Peterborough .....	2,611	36	884	1,691	40	1,388
Prescott .....	796	16	244	536	16	410
Prince Edward .....	402	6	158	238	8	230
Rainy River .....	564	6	162	396	7	234
Renfrew .....	1,927	26	628	1,273	30	973
Russell .....	391	11	143	237	18	231
Simcoe .....	5,093	71	1,790	3,232	107	2,925
Stormont .....	1,394	10	333	1,051	10	510
Sudbury .....	3,910	42	1,378	2,490	44	2,149
Thunder Bay .....	4,029	37	1,459	2,533	49	2,232
Timiskaming .....	942	9	294	639	13	448
Victoria .....	927	10	336	581	11	528
Waterloo .....	7,057	48	2,065	4,944	57	3,012
Wellington .....	2,352	35	771	1,546	40	1,261
Wentworth .....	11,296	42	4,179	7,075	45	6,134
York .....	52,753	187	18,115	34,451	216	25,679
<b>Total .....</b>	<b>193,021</b>	<b>1,625</b>	<b>65,335</b>	<b>126,061</b>	<b>1,959</b>	<b>97,790</b>

## 2. NUMBER OF COLLISIONS

COLLISION INVOLVES *	PROPERTY DAMAGE			AGE OF PERSONS FATALITY INJURED										AGE OF PERSONS NON-FATALITY INJURED										Total																											
	Total	Fatal	Personal Injury	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 and over	Total	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 and over																													
1. Single Motor Vehicle	41,965	488	16,733	24,744	555	9	136	138	110	39	57	27	29	2	23,908	369	1,000	6,962	5,744	4,288	2,233	1,617	917	595	184																										
2. Other Motor Vehicle/a	13,703	676	37,564	98,799	927	13	195	174	143	92	97	74	104	2	61,874	1,575	3,471	9,801	11,347	12,620	8,322	6,866	4,811	2,911	780																										
3. Pedestrian	7,161	69	3,329	14,131	329	23	67	40	22	10	32	38	75	-	72,566	755	2,730	7,933	4,912	4,243	3,460	3,020	288	588																											
4. Cyclist	3,223	42	1,311	5,523	50	-	5	11	11	7	4	1	5	-	3,852	11	1	9	282	1,332	473	46	30	102																											
5. Railroad Train	22,211	89	5,523	11,111	1	-	1	1	1	1	1	1	1	-	2,559	11	1	4	31	31	45	26	24	13																											
6. Streetcar	1,554	3	287	1,314	1	-	1	1	1	1	1	1	1	-	1,611	1	1	6	30	30	17	11	13	5																											
7. Farm Tractor	1,554	3	287	1,314	1	-	1	1	1	1	1	1	1	-	1,611	1	1	6	30	30	17	11	13	5																											
8. Animal	961	17	6,335	12,661	1,959	47	402	360	291	152	193	145	218	4	9,779	16	33	114	83	83	33	27	22	12																											
9. Other	193,021	1,625	65,335	126,061	19,302	1,477	1,402	1,291	1,152	1,393	1,056	1,457	2,181	25	139,316	3,606	8,822	23,908	18,123	17,851	11,148	9,060	5,577	1,110																											
VICTIMS, BY AGE GROUP AND SEX																																																			
				Total				0-4				5-14				15-19				20-24				25-34				35-44				45-54				55-64				65 and over											
				10,703				1,393				25				92				306				286				220				105				137				94				125				3			
				Males				1,393				25				92				306				286				220				105				137				94				125				3			
				Females				1,959				47				147				462				360				291				152				193				145				258				1			
				Persons non-fatally injured				59,477				15,931				13,372				12,039				11,207				6,568				4,911				2,995				2,049				497							
				Males				38,313				12,041				10,316				6,608				5,656				4,482				2,552				1,813				613				110							
				Females				9,779				2,764				9,336				1,877				1,783				1,148				906				577				412				110							
				Total				126,061				19,302				16,252				13,703				12,661				8,822				6,866				4,811				2,931				780							

## 3. VICTIMS, BY AGE GROUP AND SEX

ROAD CONDITION	ROAD TYPE										PLACE OF OCCURRENCE										VICTIMS, BY CLASS AND SEX										Total
	1. Major	2. Minor	3. Local	4. Other	5. Total	6. Major	7. Minor	8. Local	9. Other	10. Total	11. Major	12. Minor	13. Local	14. Other	15. Total	16. Major	17. Minor	18. Local	19. Other	20. Total	21. Male	22. Female	23. Total								
1. Major	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228								
2. Minor	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536								
3. Local	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825								
4. Other	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335								
5. Total	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422								
6. Major	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228								
7. Minor	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536								
8. Local	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825								
9. Other	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335								
10. Total	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422								
11. Major	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228								
12. Minor	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536								
13. Local	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825								
14. Other	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335								
15. Total	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422								
16. Major	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228								
17. Minor	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536								
18. Local	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825	1,135	5,282	2,133	189	1,825								
19. Other	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335	2,110	7,802	3,452	905	1,335								
20. Total	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422								
21. Male	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228								
22. Female	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536	875	5,002	2,453	178	1,536								
23. Total	3,722	9,978	8,764	2,630	26,047	3,722	9,978	8,764	2,630	26,047	3,722	9,978	8,764	2,630	26,047	3,722	9,978	8,764	2,630	26,047	3,722	9,978	8,764								
24. Not Known	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228	1,755	15,045	1,269	8,800	7,228								
25. Total	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422	6,775	31,836	13,307	10,332	11,422								

## 4. VICTIMS, BY ROAD JURISDICTION

VICTIMS, BY MONTH OF OCCURRENCE	NUMBER OF VEHICLES												Total
	1 January	2 February	3 March	4 April	5 May	6 June	7 July	8 August	9 September	10 October	11 November	12 December	
1 January	130	6073	128	6784	116	7181	298155	1937	94088	202130	211	9141	
2 February	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
3 March	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
4 April	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
5 May	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
6 June	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
7 July	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
8 August	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
9 September	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
10 October	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
11 November	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
12 December	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
Total	1959	97790	1959	97790	1959	97790	1959	97790	1959	97790	1959	97790	

VICTIMS, BY MONTH OF OCCURRENCE	NUMBER OF VEHICLES												Total
	1 January	2 February	3 March	4 April	5 May	6 June	7 July	8 August	9 September	10 October	11 November	12 December	
1 January	130	6073	128	6784	116	7181	298155	1937	94088	202130	211	9141	
2 February	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
3 March	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
4 April	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
5 May	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
6 June	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
7 July	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
8 August	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
9 September	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
10 October	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
11 November	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
12 December	116	7181	116	7181	116	7181	298155	1937	94088	202130	211	9141	
Total	1959	97790	1959	97790	1959	97790	1959	97790	1959	97790	1959	97790	

## 5. AMOUNT OF PROPERTY DAMAGE

SEX OF DRIVER	IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER			IN CHARGE			PROPERTY DAMAGE			CONDITION OF DRIVER					
---------------	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	-----------	--	--	-----------------	--	--	---------------------	--	--	--	--	--

## 6. COMPARATIVE TOTALS

COMPARATIVE TOTALS	NUMBER OF VICTIMS			AGE OF PERSONS FATALITY INJURED										NUMBER OF VICTIMS										AGE OF PERSONS NON-FATALITY INJURED										Total
	Total	Fatal	Personal Injury	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 and over	Total	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 and over	Total	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 and over	Total	
1. Total	10,173	178	8,890	15,045	2,453	178	880	1,478	1,147	451	957	1,093	10,173	178	880	1,478	1,147	451	957	1,093	1,093	10,173	178	880	1,478	1,147	451	957	1,093	1,093	1,093	10,173		
2. \$100 to \$500	2,453	112	4,844	7,161	1,152	112	4,844	7,161	1,152	112	4,844	7,161	2,453	112	4,844	7,161	1,152	112	4,844	7,161	1,152	1,152	2,453	112	4,844	7,161	1,152	112	4,844	7,161	1,152	1,152		
Total	12,626	290	13,739	22,206	3,605	290	13,739	22,206	3,605	290	13,739	22,206	12,626	290	13,739	22,206	3,605	290	13,739	22,206	3,605	3,245	12,626	290	13,739	22,206	3,605	290	13,739	22,206	3,605	3,245		

## 7. NUMBER OF VEHICLES

10. Registered/Unregistered	164	44	120
(I) Victim and Nonresident Travelers	164	44	120
(II) Victim and Resident Travelers	56	169	225
(III) United States	45	169	214
(IV) Foreign	11	96	113
(V) Other Foreign	2	96	104
(VI) Unknown	322	167	489
Total	322	167	489

* BASED ON PRIMARY IMPACT									
6. COMPARATIVE TOTALS									
	Total	This Month	This Month Last Year	This Year To Date	Same Period Last Year				
Collisions	189,494	19,302	18,944	193,021	189,494				
Killed	19,539	1,959	1,834	19,539	19,539				
Injured	95,181	9,779	9,779	95,181	95,181				

1. Towing left	363	112	108
2. Towing right	108	3	26
3. Making "U" turn	818	18	168
4. Changing lanes	163	3	13
5. Changing turns	1,314	38	193
6. Changing stops	3,983	101	98
7. Merging	627	8	80
8. Passing	6,628	3	50
9. Stopped or parked	5,362	102	160
10. Driving away from shoulder	197	6	40
11. Driving into shoulder	107	1	75
12. Putting left shoulder in use	108	6	29
13. Not known or other	35,440	752	776
Total	63,440	1,145	1,145
INSURANCE	10,101	254	254
Uninsured	31,523	561	561
Total	11,302	815	815

\$	171,100,294
----	-------------

## 8. NUMBER OF PEDESTRIANS

NUMBER OF PEDESTRIANS	NUMBER OF PEDESTRIANS			AGE OF PERSONS FATALITY INJURED										NUMBER OF PEDESTRIANS										AGE OF PERSONS NON-FATALITY INJURED										Total											
	Total	Fatal	Personal Injury	0-	1-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90+	Total	Fatal	Personal Injury	0-	1-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89









